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OPERATIONS PLAN

52-66

"BLACK SHIELD"

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OPERATION PLAN
52-66

A-12 TWENTY FOUR HOUR NOTIFICATION CONCEPT
(BLACK SHIELD)

25 November 1965

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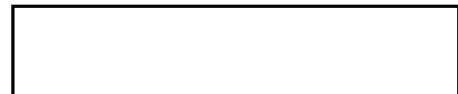
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OPERATIONS PLAN
NUMBER 52-66

A-12 TWENTY FOUR HOUR NOTIFICATION CONCEPT
(BLACK SHIELD)

CHARTS AND MAP REFERENCES: None

TASK ORGANIZATIONS:

Deputy Commander for Operations

Deputy Commander for Materiel

Deputy Commander for Support

Chief, Security

Office of the Flight Surgeon

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1. GENERAL SITUATION: Upon direction of Project Headquarters. [redacted] will develop, attain, and maintain an operational capability which will permit immediate and successful completion of aerial reconnaissance missions of denied areas. This plan standardizes procedures within the Detachment with regards to preparation, planning and launching of the A-12 aircraft on an operational sortie.

2. MISSION: To launch and recover the A-12 aircraft on aerial reconnaissance missions of denied areas which will provide high resolution photographic [redacted] intelligence. 25X1

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3. EXECUTION:

a. Commander, [redacted] will:

(1) Upon receipt of an alert or pre-alert notification message from Headquarters, initiate a Commander's initial briefing for his immediate staff.

(2) Acquaint key personnel with the overall aspects of the operation.

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- (3) Make decisions which may effect immediate planning by his staff.
 - (4) Establish general briefing time (if required).
 - (5) Establish the time in which the sequence of events must commence in order to implement operational sortie procedures.
 - (6) Select mission pilot(s) in conjunction with the Deputy Commander for Operations and Flight Surgeon.
 - (7) Select aircraft in conjunction with the Deputy Commander for Materiel.
- b. The Deputy Commander for Operations will:
- (1) Assure designated personnel attend Commander's Briefing.
 - (2) Initiate and insure the completion of operational functions as outlined in Annex A, Operations.
- c. The Deputy Commander for Materiel will:
- (1) Attend the Commander's initial briefing.
 - (2) Conduct a general briefing for appropriate maintenance, Supply and POL personnel as soon as possible after the Commander's briefing.
 - (3) Initiate and insure the completion of Materiel functions as outlined in Annex B, Materiel.
 - (4) Advise the Commander and Deputy Commander for Operations as to aircraft status pertinent in the selection of mission aircraft.
- d. The Deputy Commander for Support will:
- (1) Attend the Commander's initial briefing.

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(2) Conduct a general briefing for appropriate Support personnel as soon as possible after Commander's briefing.

(3) Initiate and insure the completion of support functions as outlined in Annex C, Support.

e. The Chief, Security will:

(1) Attend the Commander's initial briefing.

(2) Conduct a general briefing for appropriate Security personnel as soon as possible after Commander's initial briefing.

(3) Initiate and insure the completion of security functions as outlined in Annex D, Security.

f. The Chief, Medical Services will:

(1) Attend the Commander's initial briefing.

(2) Coordinate with the Deputy Commander for Operations in selection of mission pilots, see 3a(6).

(3) Initiate and insure the completion of medical requirements as outlined in Annex E, Medical Services.

4. LOGISTICS MATTERS:

a. Materiel: See Annex B.

b. Support: See Annex C.

c. Reports: As directed by Project Headquarters.

5. COMMAND AND SIGNAL MATTERS:

a. Communications: See Annex C.

b. ~~Command~~ Normal.

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Colonel, USAF
Commander

DISTRIBUTION: Special

ANNEXES:

- A - Operations
- B - Materiel
- C - Support
- D - Security
- E - Medical

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ANNEX A

DEPUTY COMMANDER FOR OPERATIONS

1. MISSION: To comply with instructions received from Project Headquarters in execution of Headquarters OPLAN 52-65.

2. GENERAL SITUATION:

a. Assure following personnel attend Commander's Briefing at H-24.

- (1) Assistant Deputy Commander for Operations.
- (2) Flight Planning Officer(s).
- (3) Weather Officer.
- (4) Physiological Officer.
- (5) OIC, Command Post.
- (6) NCOIC Intelligence.
- (7) AFCS Representative.

b. The purpose of this meeting will be to familiarize the above personnel with the specifics of the mission.

3. PROCEDURES: The following points will be discussed by the DCO during the Commander's general briefing.

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- a. General plan of the mission, and any special aspects to include generation schedule, scheduled takeoff times, tanker requirements, personnel commitments, etc.
- b. Communications.
- c. Liaison requirements (clearance suppression, tanker, etc.)
- d. The Deputy Commander for Operations will coordinate as necessary to insure that normal airfield support activities are available during the required periods, i.e., tower operations, runway sweeping, etc.
- e. The Deputy Commander for Operations will use Attachment 1 as a check list guide during the operation. An unused guide will be placed in the DCO Operational Mission Folder upon termination of an operational mission.
- f. The Deputy Commander for Operations will establish control teams and staging teams.
- g. The Deputy Commander for Operations will be responsible for close coordination with the Security Division in order to establish proper times and areas for increased surveillance by security personnel.
- h. As required by the Commander, the flight following and mission coordination console will be manned by the following personnel or their representatives:
 - (1) Commander.
 - (2) Deputy Commander for Operations
 - (3) Deputy Commander for Materiel.
- i. The Deputy Commander for Operations will attend the two briefings conducted for the pilots and assure that only authorized personnel are in attendance and that time schedules for the briefings are adhered to.

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(1) The Initial Pilots Briefing will be conducted at H-16 to H-14. Personnel authorized for attendance are: Commander, DCO, Security, and Project Pilots. This briefing will cover general operational aspects, Intelligence, Escape and Evasion, and route study of the canned portions of the mission. The briefing must be terminated NLT H-14 in order to provide the pilots a proper crew rest period.

(2) The Final Briefing for Pilots will begin at H-3:20 and be completed in time for the pilots to report to the Physiological Section for suiting at H-1:25. Time schedules that must be met at this briefing are:

(a) Operation:	H-3:20 to H-3:18	02 minutes
(b) Maintenance:	H-3:18 to H-3:08	10 minutes
(c) Payloads:	H-3:08 to H-2:58	10 minutes
(d) Operations:	H-2:58 to H-2:50	08 minutes
(e) Routes:	H-2:50 to H-2:05	45 minutes
(f) Intelligence:	H-2:05 to H-2:00	05 minutes
(g) Weather:	H-2:00 to H-1:40	20 minutes
(h) Miscellany:	H-1:40 to H-1:25	15 minutes
(i) Physiological:	H-1:25 to H-0:45	40 minutes

j. Other timing that the DCO will closely monitor:

(1) Pilot will depart suiting and be transported to aircraft at H-:55 and arrive at aircraft at H-:45.

(2) Pilot hookup and before start engine check list will be accomplished between H-:40 and H-:25.

(3) Engine starts begin at H-:25 and pilots begin taxi at H-:10 to meet scheduled takeoff at H hour.

(4) If the airborne aircraft has not aborted, or reported mechanical problems that dictate his recall by H+:35, the DCO will release the spare pilot who will have advanced through the timing cycle to engine start. The cutoff at H+:35 is dictated by the time required to start engines, taxi and make takeoff by the maximum of H+1:00.

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(5) Assure that [] validation is made after takeoff.

4. INCREASED SECURITY MEASURES: Upon receipt of a mission alert, increased security measures will be implemented. The Mission Support Section and Command Post will immediately change combination on electrical lock providing access to individual areas. An access roster listing those individuals authorized access to each area will be prepared by DCO Admin Section and forwarded to Mission Support Section and Command Post. As required, the access rosters will be revised to maintain currency. After change of the electrical combination, the new combination will be given only to those personnel on the access roster. The access roster will be posted in a prominent place INSIDE each area so that assigned personnel may assure only authorized personnel, or escorted personnel, are in area.

5. OPERATIONS ACTIVITIES: Operations activities and functions are outlined in TAB's to this Annex.

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for []
Colonel, USAF
Deputy Commander for Operations

1 atch:
DCO Check List

8 TABS:
1 - Flight Planning
2 - Command Post
3 - Life Support
4 - Intelligence
5 - Weather
6 - Mission Coordinator
7 - AFCS Representative
8 - Airborne Communications

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ATCH 1

TO

ANNEX A

DEPUTY COMMANDER FOR OPERATIONS OPERATIONAL CHECK LIST

1. H-24:00:
 - a. Receive and review higher headquarters mission directive.
 - b. Establish "H" hour timing sequence.
 - c. Assign clerks to Mission Coordinator from H-24 to mission termination. Schedule will be prepared by DCOA.
 - d. Assure mission notification format is completed and dispatched to all staff sections.
2. H-23:30: Attend Commander's briefing and coordinate on pilot selection.
3. Assure following items are reviewed:
 - a. Review basic generation plan for mission timing.
 - b. Advise staff regarding pilot and aircraft selection.
 - c. Review airfield/facilities status for mission/duration. Assign project officer for any corrective action required.
 - d. Determine status/requirement(s) for C-130.
 - e. Determine status of communication facilities. Coordinate with communications for activation of satellite operation commo area (if required).
 - f. Review with each staff section, work schedules and assignment of personnel required to implement operational mission.
 - g. Determine need for recall of personnel.
 - h. Review requirements for revising schedule. Assign chase aircraft.

DCO Schedule.

H-24 to H-12

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H-12 to H-0

H-0 to H+12

1. Check status of Command Post.

(1) Mission Generation Plan.

(2) Charts, maps.

(3) Proper timing charts posted and current.

(4) Security of Command Post.

(5) Access Roster posted.

j. Mission Support access roster (as required during canned route briefing).

k. Coordinate with Security for the establishment of guard at entrance to operations complex.

l. Review coordination of primary missed air refueling base airdrome facilities. This to include only those items necessary, from an operations view point, required to launch and recover the A-12 aircraft, i.e., airdrome taxiways, tower procedures, hazards to flying, nav aids, etc.

m. Review KC-135 air refueling areas and possible use of KC-135 for airborne communication platform during staging and operational missions.

n. Weather briefing for Operations Staff.

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o. Direct officer to proceed to

4. H-20:00: Submit Hangar access roster to Security.

5. H-18:00 to H-17:00:

a. Prepare operation portion of pilots initial briefing.

b. Assign officer to act as security guard to assure that only those properly badged personnel, or contractor personnel called for by project pilots are admitted during briefings/debriefings of operation mission.

6. H-16:00 to H-14:00: Supervise Pilots Initial Briefing. Assure that only authorized personnel are in attendance.

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7. H-14:00: Assure pilots available to Flight Surgeon for crew control.
8. H-12:00: Provide 3-3ADiv mission information on directed format.
9. H-6:00 to H-3:45: Review tanker execution messages and pre-sortie message, and prepare operation portion of Final Briefing.
10. H-3:45 to H-3:35: Coordinate with DTF Commander/Flight Surgeon for selection of Primary/Spare pilot. Advise Physiological Support and Mission Coordinator, immediately upon selection.
11. H-3:20 to H-1:25: Supervise Pilots Final briefing. Assure that only authorized personnel are in attendance, and that time schedule is adhered to.
12. H-1:00: Review GO-NO-GO message.
 - a. If GO: Continue check list.
 - b. If NO-GO:
 - (1) Advise Physiological Support to desuit pilot.
 - (2) Advise Commander and staff of delay/cancellation.
 - (3) If delayed, begin check list at H-hour timing commensurate with delay.
13. H-:55: Monitor pilot transport to aircraft, taxi and takeoff.
14. Takeoff +:35: Release pilot from ground spare alert commitment, if no requirement exists for use of ground spare.
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15. Validate equipment after takeoff.
16. L+:30: Coordinate landing report.
17. L+:45: Conduct mission debriefing.
18. L+1:00: Coordinate post mission report.

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19. L+3:00: Coordinate initial mission report.
20. L+5:00: Review tanker support termination message.
21. L+____: Coordinate with DCM/Security on transportation of mission information. To be directed by Headquarters.

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PAGE 1

TO

ANNEX A

FLIGHT PLANNING

1. MISSION: To prepare flight plans, film strips and conduct specialized briefings as required.
2. GENERAL SITUATION: Upon notification of an operational mission, a representative of the Flight Planning Section will attend the Deputy Commander for Operations general briefing and accomplish necessary functions as outlined in Flight Planners Manual.
3. PROCEDURES: The representatives will attend the Deputy Commander for Operations general briefing at which time functions of the Flight Planning Section will be programmed as required. Upon conclusion of this briefing, the Flight Planning generation flow chart will be implemented, (see atch 1) and functions initiated in accordance with Flight Planner's Manual and Tactical Doctrine. In addition, the Flight Planning Section will be responsible for the following:
 - a. Providing the Deputy Commander for Materiel with mission requirements, i.e., package type and pertinent data, latitudes and longitudes of proposed track, etc.
 - b. Coordinating with Mission Coordinator and Flight Surgeon to insure pilot availability for precanned route briefing.
 - c. Monitoring revised local training flight schedules, if necessary, to insure adequate Flight Planning Section participation.
 - d. Establishing flight planning teams, and if necessary, obtain personnel augmentation through the Deputy Commander for Operations.
 - e. Advise the Deputy Commander for Operations the time Flight Planning Section will require maximum security coverage.
 - f. Maintain records with regards to timing the generation flow chart functions
 - g. Advise the Mission Coordinator as each Flight Planning function of the generation flow chart is either completed or experiencing a delay.

1 atch: Check List

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FLIGHT PLANNING OPERATIONAL CHECK LIST

1. H-24:00: Receive mission notification.
2. H-24:00 to H-16:00: Pre-mission activity check list.
3. H-23:30: Attend Commander's initial briefing.
4. H-21:00: Submit Access roster to DCO.
5. H-20:00: Coordinate with DCOMI, plotting of SAM sites.
6. H-18:00: Receive R-71, Mission Plan # 1 (Canned Portion).
7. H-17:00 to H-14:00: Route Study (Canned Portion).
8. H-16:15: Receive R-76, Mission Plan #2 (Entire wind flt plan)
9. H-16:00 to H-12:00: Prepare complete route map strip.
10. H-15:00: Receive R-78, Mission Plan #3 (Supplemental flight plan information).
11. H-13:00: Receive R-81, Camera Programming Data.
12. H-12:45 to H-12:00: Package and INS data to DCM.
13. H-12:00: Obtain commo data sheets from Commo Officer.
14. H-11:00 to H-7:30: Preparation of map strips for cans.
15. H-7:30 to H-6:30: Photo copy map strip.
16. H-3:00 to H-1:30: Pre-takeoff briefing.
17. H-1:30 to H-1:00: Load material in aircraft.
18. L+:45: Attend debriefing.
19. L+1:45 to L+3:30: After landing activity.
20. L+3:00 to L+____: Receive and transmit SCDM data.
21. L+____: Final Security Check.

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TAB 2

TO

ANNEX A

COMMAND POST FUNCTIONS

1. MISSION: To coordinate and report all activities during the mission. To keep the Commander and staff advised of mission progress.
2. GENERAL SITUATION: Upon receipt of information that a mission is in the planning stages, the Command Post will be secured and prepared for occupancy by the Commander and staff. Status boards, reporting procedures, and personnel requirements will be evaluated and necessary steps taken to insure 24 hour operation, for an unknown duration.
3. PROCEDURES: The Command Post will:
 - a. Act as mission coordinator. (See TAB 6 to Annex A)
 - 25X1A b. Receive, monitor, and transmit designated Mission reports.
 - c. Coordinate, monitor and record all activities pertaining to the mission
 - d. Evaluate reporting procedures and overall operating procedures.
 - e. Advise the Commander and DCO of all mission changes and requirements.
 - f. Maintain adequate radio and telephone communications.
 - g. Flight-follow mission as required.
 - h. Coordinate mission departure, arrival, and refueling block airspace with RABADiv.
 - i. Initiate recall procedures, when directed, through Detachment SSB and/or RABADiv, to Major Commands.
 - j. Initiate recovery procedures, when directed, in the event mission aircraft lands at another base.

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- k. In the event of an accident, initiate emergency procedures when directed by the Commander or DCO.
- l. Should normal communications fail, establish communications through other available base systems to Project Headquarters.
- m. Provide normal Realm reporting for test/training flights.
- n. Obtain and post current sputnik data.

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Check List

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COMMAND POST OPERATIONAL MISSION CHECK LIST

1. H-24:00:
 - a. Initiate 24 hour operation, recall Command Post personnel, and review operational procedures.
 - b. Secure Command Post (Category I) and post access list.
 - c. Prepare Command Post for occupancy by Command and Staff:
 - (1) Hack clocks and post H-hour clock.
 - (2) Ascertain a camera is available and loaded with film.
 - (3) Set up film strip projector and screen.
 - d. Begin and maintain a log of events and information pertinent to the mission.
 - e. Obtain and post aircraft maintenance status.
 - f. Obtain and post standby crew status for F-101 aircraft.
 - g. Activate Operations Communications center for 24 hour operation.
 - h. Insure that radio and telephone communications are operational.
 - i. Insure Mode X site is operational.
 - j. Insure that a secure communications to 313ADiv is operational.
2. H-23:30: Attend Commander's briefing.
3. H-22:00. Upon receipt of communications data post to communications filmsy.
4. H-12:00:
 - a. Coordinate with Detachment Communications on mission notification to 313ADiv
 - b. Submit advance notification to 313ADiv on notification format.

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5. H-8:00: Upon receipt of tanker pre-sortie report post tanker call signs to communications flimsy.
6. H-3:00: Receive confirmation from 313ADiv that all coordination has been acknowledged.
7. H-2:00: Dispatch message to Project Headquarters confirming all coordination has been completed.
8. H-1:00:
- a. Activate HFSSB radio for monitor and emergency use.
 - b. Obtain from Weather, NOTAMs on specified emergency alternate airfields and post to Commanders Airfield Status Manual.
9. H-Hour:
- a. Dispatch mission takeoff report to Hqs and advise 313ADiv.
 - b. Post mission progress to Flight-following board.
 - c. Monitor
- 25X1A (1) Transmit code word upon receipt of initial "A" code for validation.
- 25X1A (2) Upon receipt of frequency change code word make frequency change, notify interested communication agencies, and revalidate .
10. Takeoff +1:00:
- a. If abort/diversion notify Commander and DCO.
 - b. Dispatch abort report if required, to Hqs and advise 313ADiv.
 - c. After aircraft recall and tanker requirements no longer exist, advise SAC Command Post that tanker recall may be initiated.
11. Landing:
- a. Immediately after mission aircraft lands, dispatch mission landing report to Hqs and advise 313ADiv.

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b. Notify Detachment support agencies when mission aircraft has returned.

c. Classify and file reports/logs; return Command Post to normal operation.

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TAB 3

TO

ANNEX A

PHYSIOLOGICAL FUNCTIONS

1. MISSION: To provide total, integrated support of the crew member(s) and enhance his safety by insuring that properly developed, maintained and inspected protective equipment is correctly mated with a properly trained pilot.
2. GENERAL SITUATION: Upon receipt of information of an impending mission, the section will be secured and equipment prepared for flight; appropriate survival items will be selected; full pressure suits, parachutes, seat kits and oxygen systems will be preflighted. The physiological support facilities, including dressing room, prebreathing and transport vehicles, will be prepared for the pilot(s).
3. PROCEDURES: The following procedures are required to insure safe preparation and use of pilots life support equipment. Compliance with Attachment 1, this TAB, will commence upon notification of "H" hour.

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TOP SECRETPHYSIOLOGICAL FUNCTIONS OPERATIONAL CHECK LIST

1. H-24:00: Security Procedures:

a. Pressure suits, parachutes, seat kits and vent units to be used on a mission will be secured in a special locker secured by a combination lock. The OIC, Assistant OIC and NCOIC will have sole possession of the combination. A copy of the combination will be filed in Security. The OIC, Assistant OIC or NCOIC will be present during all preflights and periodicals, or at any other time equipment is removed from the special locker.

b. Oxygen: On notification of an operational mission, the DCM will select five (5) cylinders of oxygen and one (1) liquid oxygen cart which will be placed under security guard. Immediately upon notification by DCM that the oxygen is available, the OIC, Assistant OIC or NCOIC of Life Support Division, accompanied by a security guard, will transport oxygen to Operations building, Life Support Division. The five selected cylinders and liquid oxygen cart will be the sole source of oxygen used for filling emergency cylinders checking pressure suits, filling portable vent units and for pre-breathing. Security will guard selective cylinders and liquid oxygen cart at all times.

c. Access to the Life Support Division will be limited to the Commander, DCO, mission pilots and life support personnel. Access of other personnel must be approved by the Commander or DCO.

2. H-24:00: General Procedures:

a. A primary and alternate physiological support technician will be designated for each pilot.

b. Serviceability of equipment for pilots selected will be investigated and any discrepancies reported to the DCO.

c. Preparation of a flow chart indicating pilot preparation times as pertinent to physiological support.

d. Coordinate with Intelligence and survival personnel to insure appropriate selection of survival and E&E items.

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e. Preflight the following life support equipment items:

- (1) Both full pressure suits (each pilot).
- (2) Parachute and the emergency oxygen system(s).
- (3) Seat kit components.

f. Preflight physiological support facilities for reception of the pilots.

- (1) Prebreathing
- (2) Transport vehicles.
- (3) Prebreathing room briefing equipment.
- (4) Accuracy of test equipment.
- (5) Ventilation and oxygen cylinders.

3. H-23:30: Attend Commander's briefing.

4. H-21:00: Submit Hangar access roster to DCO.

5. H-20:00:

a. Notify Security, the mission survival kit is available for packing, inspection and sealing. Security personnel will inspect each item placed in the survival kit, and attest to its sterility. When packing of the kit is completed, Security will seal the kit and the kit will be placed in a locker with a combination lock until it is installed in the aircraft at H-3:30. Security will be responsible for forwarding a complete list of survival items sealed in the kit to Headquarters.

b. Notify DCOA of personnel selected as recovery team for Life Support.

6. H-15:00: Receive Survival Packet from Intelligence.

7. H-3:30 to H-3:00:

a. Obtain names of Primary/Spare pilots from DCO.

b. Helmet, face heat and communication check at aircraft. (Items transported from DCOA to the hangar area under security guard).

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- c. Installation of seat kit and parachute in aircraft.
(Items transported from DCOL to the hangar area under security guard).
- d. Helmet returned to DCOL.
- 8. H-3:00 to H-1:30: Preparation of prebreathing room for receipt of pilots.
- 9. H-1:30 to H-1:00:
 - a. Pilots dressed.
 - b. Pressure check of suits.
- 10. H-1:00 to H-:55: Pilots prepared for transport to aircraft.
- 11. H-:55 to H-:50: Transport to aircraft.
- 12. H-:50 to H-:35:
 - a. Pilot hookup in aircraft.
 - b. Suit - aircraft integration check.
- 13. H-:35 to Takeoff: Life Support personnel standby until takeoff.
- 14. Takeoff +1:00: Coordinate with DCM and implement procedures to load recovery gear in C-130.
- 15. Takeoff to Landing: Standby in Operations for relaying information to pilots (if necessary).
- 16. Landing:
 - a. Remove pilot from aircraft.
 - b. Transport pilot to Operations.
 - c. De-suit pilot.
- 17. L+:45: Attend debriefing. Evaluation and reliability of equipment.
- 18. Post flight equipment.

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TAB 4

TO

ANNEX A

INTELLIGENCE FUNCTIONS

1. MISSION: To keep the Commander and his staff informed of intelligence pertinent to the mission. To conduct an intelligence briefing for the pilot(s).

2. GENERAL SITUATION: Upon receipt of the Mission Alert Message, Intelligence will begin to gather information and prepare for the intelligence briefing.

3. PROCEDURES:

a. The pilot(s) will be given an intelligence briefing consisting of E and E information, Orders of Battle and general items of intelligence.

b. The attached list of functions will be followed by Intelligence upon notification of "H" hour.

1. atch
Check List

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INTELLIGENCE OPERATIONAL CHECK LIST

1. H-24:00: Mission Alert message received. Material being gathered for briefing. Coordinate with Life Support Division on the type of survival radio to be packed into the E & E kit.
2. H-23:30: Attend Commander's briefing.
3. H-20:00: SAM sites plotted on emergency maps.
4. H-18:00: ^{25X1A} [REDACTED], Current Intelligence message, should be received from Project Headquarters.
5. H-18:00 to H-17:00: Special Intelligence briefing given to pilots in the Intelligence vault.
6. H-16:00 to H-14:00: Initial briefing given to pilots.
7. H-14:00: Survival packet turned over to Life Support.
8. H-3:20: Attend formal briefing for pilots.
9. H-2:05 to H-2:00: Present any last minute intelligence items to the pilots.
10. L+:35: Pilot debriefed for any significant items of intelligence.
11. L+1:30: Paragraph C of ^{25X1A} [REDACTED], Mission Report, will be prepared and submitted to DCO.

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TO

ANNEX A

WEATHER

1. GENERAL: The deployed Task Force Weather Staff Officer (DTFWS) is responsible for:

a. Planning and coordinating weather support for daily activities, training and operational missions.

b. Coordinating weather matters with local base weather personnel, Project Headquarters and WPCEN.

c. Assuring adequate weather communications.

2. DAILY ACTIVITIES AND TRAINING MISSIONS As required, the DTFWS will:

a. Issue weather forecasts.

b. Issue Severe Weather Warnings.

c. Perform met watch.

d. Conduct weather briefings.

e. Furnish climatological data.

f. Provide routine weather support, to include weather briefings and DD Form 175-1's, to primary mission, chase, support and AAR aircraft.

3. OPERATIONAL MISSIONS: The DTFWS will provide weather support to the DTF Commander (including AAR crews) in accordance with the attached weather Operational Check List.

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TOP SECRETWEATHER OPERATIONAL CHECK LIST

- 25X1A 1. H-24:00: Receive Mission Plan Weather Requirements
[redacted]
- a. Prepare specific mission checklist.
- b. Arrange forecaster and observer work schedule.
2. H-23:30: Attend Commander's briefing. Determine general requirements for weather support.
3. H-22:30: Determine specific requirements for weather support.
- 25X1A 4. H-21:00: Send [redacted] 25X1A
5. H-21:00: Receive Mission Plan Weather Forecast, [redacted] 25X1A
6. H-21:00: Receive Target/Camera Weather, [redacted] 25X1A
Deliver to Package personnel.
- 25X1A 7. H-17:45: Receive Mission Plan Weather Forecast (updated
[redacted]) 25X1A
8. H-17:15: Send [redacted]
9. H-16:00: Present initial weather briefing to mission pilots, plus operational staff, to include routes, targets, AAR's, terminals and alternates. 25X1A
10. H-15:00: Receive GO-NO-GO weather requirements, [redacted]
11. H-14:00: Send Emergency Alternates Forecasts requirements to WECEN and Project Headquarters, [redacted] 25X1A
12. H-13:00: Present weather briefing to Package Section. 25X1A
13. H-9:00: Receive GO-NO-GO weather forecast, [redacted].
14. H-9:00: Send [redacted] 25X1A
15. H-3:20: to H-1:25: Brief mission pilots.

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25X1A

16. H-2:00: Send []

17. H-2:00: Man the Command Post, post AAR and terminal displays.

25X1A 18. H-2:00: Receive Weather Scout Reports every half-hour, [] plus local relay from SAC SSB station.

19. H-1:30: Notify Life Support Section of any requirement to re-brief mission pilots.

20. H-1:05: If necessary, re-brief mission pilots.

21. H-1:00: Commence met watch and continue until landing.

22. L+:45: Participate in pilot debriefing and coordinate weather input to Mission Post Landing Report, [] 25X1A

23. L+1:00: Return met watch material from CP to weather station.

25X1A 24. L+3:00: Coordinate on weather input to Mission Report, []

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TO

ANNEX A

MISSION COORDINATOR

1. MISSION: To maintain overall coordination of the mission in progress. To post the generation status of each agency (on Commander's check list and status board). To keep the Commander and staff advised of mission progress.
2. GENERAL SITUATION: Upon receipt of a proposed mission, the Mission Coordinator will prepare the Commander's Briefing Guide and the mission generation status chart. He will be available in the Command Post to post the Commander's check list/status chart and brief the Commander and staff on generation progress.
3. PROCEDURES: The following is a general outline of the Mission Coordinator duties and responsibilities. More detailed instructions will be found in the Mission Coordinator's Instructions (separate cover).
 - a. Coordinate and monitor all messages pertaining to the mission.
 - b. Place the generation status board in Command Post with estimated "H" hour.
 - c. Advise all agencies involved in the mission as to the estimated "H" hour.
 - d. Upon receipt of the actual "H" hour, notify the Commander/staff.
 - e. Complete the information for the Commander's initial briefing and deliver to Commander. Upon completion of the Commander's initial briefing, deliver check list to Command Post and keep individual check lists current.
 - f. Attend the Commander's briefing at H-23:30.
 - g. Coordinate posting of generation status board as activity takes place in relation to "H" hour. Note delays or failures to make minimum generation times.

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h. Notify the Commander and/or applicable staff agency of delays or failures of minimum generation times being met.

i. Keep Commander's check list/generation status board up to date with latest information received.

j. Be prepared to brief the Commander/staff on the generation status.

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ANNEX A

1. MISSION: AFCS personnel assigned to the Deployed Task Force will be responsible to the DTFC. In addition to operating and maintaining the Mode "X" equipment they may be assigned any other duties within the DTF. Personnel assigned to a Mode "X" site other than [] will be operationally responsible to the DTFC. They will not normally be assigned additional duties with the host installation without approval of the Commander

2. GENERAL SITUATION. Upon notification of a mission, the Senior AFCS representative will report to the DCO for briefing. Local equipment status will be checked. Work schedules will be prepared.

3. PROCEDURES: AFCS actions in support of an operational mission will comply with the attached check list. Mode "X" procedures will be in accordance with Appendix IV, Annex A, Project Headquarters OPLAN 52-65, Special Operating Procedures.

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Check List

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AFCS CHECK LIST

1. H-23:30: AFCS representatives alerted to proposed mission.
2. H-23:30: Senior AFCS representative will attend Commander's general briefing.
3. H-20:00: Work schedule prepared.
4. H-19:00: Equipment turned on and locally checked.
5. H-7:00: Equipment re-checked with local traffic.
6. H-4:00: Equipment status reported to DCO.
7. H-1:00: Operator in place. Maintenance man standing by at equipment.
8. L+:30: Obtain DCO approval to shut down equipment.

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TO

ANNEX A

AIRBORNE COMMUNICATIONS

25X1A

1. MISSION: To coordinate airborne communications, related ground communications, [] activities, and to assure dissemination of appropriate data to participating and supporting agencies.

2. GENERAL SITUATION: Upon receipt of a mission alert, the DTF Communications Officer will prepare a communications flimsy (see atch 1). The flimsy will contain necessary mission data and will be compiled from data available including that received from Project Headquarters in [] (Operational Data Commo) message.

3. PROCEDURES: The following actions will be required to accomplish the mission.

a. The DTF Communications Officer will attend the Commander's general briefing at H-23:30 and the final preflight briefing (H-3:20) of the pilot. On the basis of data on hand, that received in the [] message (H-22:00), and on the operational requirements of the mission (route, takeoff time, etc.) the DTF Communications Officer will develop the communications flimsy and be prepared to coordinate dissemination as appropriate and to present the communications data at the final pilot's briefing.

b. Communications will be limited to distress and emergency communications, special control communications, air refueling, rendezvous and departure, approach and landing instructions necessary for the safety of the aircraft and pilot.

c. Airdrome control communications during departures and arrivals will be conducted on normal Kadena UHF frequencies.

d. Tactical Control Communications:

(1) Primary: UHF ARC-50 for as long as contact can be maintained.

(2) Secondary: HF Single Side Band.

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e. Air Refueling Control Communications:

- (1) Primary UHF-ARC-50.
- (2) Secondary HF Single Side Band.
- (3) Tertiary. Air refueling interphone installation (If available).

f. Frequencies.

(1) UHF will be channelized for local, terminal mode X, and air refueling control frequencies, using discrete UHF frequencies as selected by DTF Communications. UHF will also be channelized for the common PACAF GCI frequency.

(2) HF Single Side Band frequencies will be selected by DTF Communications on the basis of optimum frequencies versus distance from the control station for selected time blocks or segments.

25X1A (3) All frequencies will be selected sufficiently in advance to allow them to be disseminated by DTF to the supporting SAC tanker force and to be provided Project Headquarters in the [] message NLT H-1000. The HF-SSB frequencies will also be provided selected [] monitor stations as appropriate to the route of the mission.

25X1A

g. Single Side Band:

25X1 (1) The A-12 will operate into project HF-SSB station installed at DTF facility. [] A back-up facility is to be provided by the SAC [] HF-SSB station (via direct control line between DTF Command Post and the SAC station).

25X1

25X1A (2) DTF Communications will assign HF-SSB discrete primary and secondary frequencies for all mission and include them in [] message to Project Headquarters. The A-12 will normally guard the primary frequency for each time block assigned. If a frequency change becomes necessary, the Project HF-SSB station will direct the A-12 to make the change via use of a special "Frequency Change Code Word". Each of the selected monitor stations will monitor and record both the primary and secondary frequencies during each time block for the entire mission. If the A-12 requires contact with the Project HF-SSB station and cannot effect it on the primary, he will switch to the secondary and attempt contact.

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(3) During air refueling rendezvous, the tanker will monitor the A-12 assigned primary HF-SSB frequency for emergency communications in the event contact cannot be made on UHF. Therefore, if the A-12 pilot has previously changed to the secondary HF-SSB frequency for any reason, he will revert to the designated primary for AR rendezvous. At the end of the AR, the A-12 pilot will then revert to the frequency which was in use prior to the rendezvous.

25X1A

h. [REDACTED]

25X1A

(1) DTF Communications will activate [REDACTED] monitor/readout facility for all missions. A communications officer will operate the facility and effect [REDACTED] channel readout. An Air Operations Officer will be responsible for [REDACTED] channel interpretation.

25X1A

25X1A

25X1A

(2) DTF Communications will determine on a mission-to-mission basis what additional [REDACTED] monitor stations are required and arrange through Project Headquarters for their activation for a mission. All pertinent operational details will be provided via [REDACTED] message.

25X1A

25X1A

25X1A

(3) If required for a specific mission, DTF Communications will provide a [REDACTED] operator to man a readout facility at [REDACTED]

25X1A

(4) DTF will determine desired "AOK" check-points for mission as required. This information will be included in the [REDACTED] message.

i. For A-12 equipped with SEL-CAL the HF-SSB receiver will be muted during inactive periods of voice operation. The Project HF-SSB station at Madena will be equipped with SEL-CAL interrogator for [REDACTED] muting the A-12 receiver in the event voice comm [REDACTED] desired. The A-12 pilot will in every case, however, [REDACTED] HF-SSB receiver when approaching an AR rendezvous.

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j. ARC-50/GRC-115

(1) DTF Communications will activate GRC-115 ground station for operational use during each mission.

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(2) DTF Com [REDACTED] will provide discrete UHF frequencies together [REDACTED] and range address codes for each mission. DTF will furnish this information to the supporting SAC tanker force.

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k. SIF and Mode X Procedures:

(1) A Mode X station will be located in the Kadena Command Post.

(2) PACAF "Orbit code of the day" will be preset in SIF Mode 3 and Emergency

(3) Mode X will be on simultaneously with activation of Mode 3.

1. Mode X In-Flight Procedures (Normal):

(1) Mode X will be ground checked prior to takeoff and will then remain in the 'OFF' position from takeoff until exiting denied areas.

m. Emergency In-Flight Procedures:

ILLEGIB 1) Navigation assistance required: In the event of unscheduled [redacted] or normal flight path, pilot will squawk [redacted] position, contact PACAF ground control [redacted] 278.4 - previously channelized) and state assistance needed.

25X1A

(2) Dist Emergency (Landing or Bailout Imminent). Place SIF to Mode 3. Contact PACAF GCI ground station ([redacted]) on UHF GCI comm. [redacted] (previously channelized) or guard utilizing UHF [redacted] in, state nature of emergency, pilot's intentions [redacted] of assistance required.

25X1A

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n. [redacted] signs for each mission will be provided by Project Headquarters in [redacted] (H-22), Operational Commo Data message.

25X1A

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[redacted] (UHF and SSB).
[redacted] Station (Kadena) call signs.
[redacted] Word.
[redacted] Change Code Word.

(2) [redacted] will be assigned by tanker task force and [redacted] (Tanker pre-sortie report) (H-9) message

25X1A

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(3) Call signs and code words for test and training missions will not be provided by Project Headquarters but will be selected by DTF from a call sign and code word listing furnished by Project Headquarters.

o. Recall Procedures:

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(1) Special arrangements to recall the A-12 once airborne are mandatory. [] is necessary soon after takeoff, it may be effected via UHF. However, if UHF contact is impossible, the recall will be made via HF-SSB. If recall is instituted by Project Headquarters, the recall will be transmitted to DTF via HY-2 secure telephone and confirmed by KW-26 secure teletype message using []

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(2) Example of recall message using UHF: "BARNEY 12 THIS IS MEATBALL, SUGAR MARY, OVER". A-12 acknowledges: "MEATBALL THIS IS BARNEY 12, ROGER OUT".

(3) Example of recall message using HF-SSB: Ground Station transmits: "DIXON THIS IS HERTY, SUGAR MARY, OVER". A-12 acknowledges: "HERTY THIS IS DIXON ROGER OUT".

(4) Meanings: Code words all supplied by Project Headquarters for the specific mission:

(a) BARNEY 12----- A-12 UHF call sign.

(b) []----- Control UHF call sign.

(c) []----- A-12 HF-SSB call sign.

(d) []----- Project HF-SSB call sign.

(e) []----- Recall code word(s).

(5) Upon [] of recall by the A-12, DTF will be responsible that SAC tanker task force commander is notified [] has been implemented.

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p. Special A-12 reporting procedure: If the A-12 is forced to abort a mission, an abort report will be sent, if the situation permits. Under certain conditions, (an abort prior to penetration of denied territory, for example) this may be sent by voice on either UHF or HF-SSB. Under certain other conditions, (over denied [] for example) the abort report may be sent via [] signals on HF-SSB. DTF

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will make determination for each mission as to when and where each method will be used (or whether a combination of the two should be used) depending upon conditions at the time.

(1) The abort transmission format for voice, whether on UHF or HF-SSB, will consist of a two digit meaningful number followed by the minutes past the current ZULU hour. Numbers indicating reasons for the abort will be as specified below.

(a) Example: A-12 transmits: "MEATBALL THIS BARNEY 12 1343 OVER". Ground station acknowledges: "BARNEY 12 THIS IS MEATBALL ROGER OUT".

(b) Meanings:

1. MEATBALL: Ground station (UHF).
2. BARNEY 12: A-12 call sign (UHF).
3. 1343: Two digit meaningful number (13), followed by two digits (43) for minutes past current ZULU hour.

25X1A

(2) The abort report transmission format for HF-SSB is as follows:

(a) "ABORTING AND PROCEEDING TO BRIEFED DESTINATION". Depress "A" button for one to five seconds, wait twenty (20) seconds then depress "B" button for one to five seconds.

(b) "ABORTING AND PROCEEDING TO BRIEFED ALTERNATE". Depress "B" button for one to five seconds, wait twenty (20) seconds then depress "A" button for one to five seconds.

q. Special A-12 Diversion Procedures: Under certain conditions not covered in sub-paragraph p, above, the A-12 may be forced to divert from his normal flight path or to an emergency recovery base other than the briefed alternate; under these conditions a special voice diversion report will be sent. This message will consist of an unchanging diversion code word "YUKON" followed by the INS position to which he is diverting. Whether the divert report is filed via UHF or HF-SSB, the format will be as follows:

(1) A-12 transmits: "HERTY THIS IS DIXON, YUKON TWO THREE, OVER". Ground station acknowledges: "DIXON THIS HERTY ROGER, OUT".

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(2) Meanings in above example:

(a) HERTY----- Ground station (HF-SSB) call.

(b) DIXON----- A-12 (HF-SSB) call.

(c) YUKON----- Diversion code word, unchanging.

(d) TWO THREE----- INS destination position 23. 25X1A

25X1 r. Special [] Procedures: The following [] code will be used by pilots conducting operational missions.

(1) The "A" button will be used as follows:

25X1A

(a) When [] sends message indicating it has sensed a problem; if the pilot has control of the problem, he will use the "A" button to send "All Okay" message.

(b) At pre-briefed points on mission route, pilot will send "All Okay", or "Operations Normal" message using "A" button.

(2) The "B" button will be used to indicate that the A-12 is at the point in mission where pilot has been given option of turning short (for weather, fuel, etc) and that he is taking the option.

(3) The use of both "A" and "B" buttons as a means of reporting an aborted mission are described in m(2), above.

25X1A (4) To insure that the A-12 does not penetrate denied territory without an operational [], the following will apply:

25X1A

(a) At takeoff plus 10 minutes, pilot will key [] with the "A" button.

25X1A

(b) DTF ground station will transmit pre-arranged code word, using UHF as primary means, and HF-SSB as secondary. Code word will indicate to pilot that [] is operational.

(5) If the code word is not received on departure check within two minutes of time "A" button is keyed, the pilot will continue to key the "A" button at two minute intervals until one of the following has occurred.

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(a) He receives affirmative response from ground station.

(b) A-12 is within 80 nm of point of penetration into denied territory.

(6) The pilot will abort the mission and return to home base if he has reached a point within 80 NM of penetration into denied territory and an affirmative code word has not been received. 25X1A

25X1A s. A [] Activity) message will be sent to Project Headquarters on all A-12 flights, including local test and training missions. (This should be sent NLT H-10) If additional [] monitor support is required for test or training flights, other than normally supplied by DTF Communications, this will be arranged through Project Headquarters.

t. Tanker reports, Weather Scout messages, etc, will be filed by the tanker through normal SAC designated channels.

u. Special abort code:

- 11 ----- Aircraft (includes all systems/equipment).
- 12 ----- Payload (camera, etc).
- 13 ----- Pilot (physical condition, suit, etc).
- 14 ----- Weather.
- 15 ----- Recall (in compliance with recall message).

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1. Aircraft Tactical Call Signs: A. UHF: _____
B. HF-SSB: _____

2. Control Station Call Signs: A. UHF: _____
B. HF-SSB: _____

3. _____ Call Signs: A. UHF: _____
B. HF-SSB: _____

4. GCI Common Call Signs: A. UHF:

5. Tanker Call Signs:
a. 1st AR: Primary Tanker _____ Spare _____
b. 2nd AR: Primary Tanker _____ Spare _____
c. 3rd AR: Primary Tanker _____ Spare _____

6. Mission Frequencies
a. UHF: Primary _____ Mcs. CH _____ Secondary _____ CH _____
b. HF-SSB: _____ Z to _____ Z _____ Z to _____ Z _____ Z to _____ Z
Primary: _____
Secondary: _____
c. A/R Primary _____ Mcs. CH _____ Secondary _____ CH _____
Tacan (Tanker) _____ CH _____ Low Freq. _____
ARC-50: Selector _____ Range Address _____

7. IFF/SIF:
a. PACAF Code of the Day _____ Mode 3 and "Emergency"
b. Mode X, "OFF" until exit denied area.

8. Recall Code Word _____ 9. Divert Code Word YUKON

10. Abort Meaning Code: 11 - Aircraft. 12 - Payload. 13 - Pilot.
14 - Weather. 15 - Recall.

25X1A

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AIRBORNE COMMUNICATIONS GENERATION CHECK LIST

1. H-24:00: Mission Alert [] Check with Flight Planning en route of mission and prepare HF-SSB curves. 25X1A
2. H-23:30: Attend Commander's briefing. Re-check all equipment. 25X1A
3. Receive [] message and enter data in flimsy. 25X1A
4. H-12:00: Assure completion of flimsy, except for [] information, start preparation of [] message. 25X1A
5. H-10:00: Send [] message. 25X1A
6. H-9:00: Extract appropriate data from [] message, enter in flimsy. 25X1A
7. H-3:20: Attend final pilot briefing.
8. H-2:00: Man all communications positions.

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ANNEX B

MATERIEL

1. MISSION: To specify personnel and section functions that will be accomplished within the Materiel Directorate to insure successful completion of any operational mission assigned.

2. GENERAL SITUATION: Three A-12 type aircraft will be utilized to conduct specific missions as directed by Headquarters. Upon notification of a special mission, the DTFC will alert the Deputy Commander for Materiel of the general requirements and timing for the mission. The Deputy Commander for Materiel will then conduct a general briefing for designated personnel within his directorate in order to familiarize them with specific known mission requirements. The following personnel will attend:

- a. Officer in charge, Support Aircraft Maintenance Section.
- b. Detachment Contractors:
 - (1) LAC Aircraft Supervisor.
 - (2) INS Supervisor.
 - (3) Specific Package Supervisor.
- c. EWS Officer.

3. PROCEDURES:

a. H-23:30 the DTFC will conduct the initial alert briefing. As soon as possible, the DCM will conduct this briefing of the personnel listed in paragraph 2 above.

(1) Aircraft and equipment status will be reviewed and selections made for mission preparation.

(2) All instructions concerning aircraft and equipment will emanate from the DCM's office.

(3) All reporting on mission generation and/or equipment changes will be reported to the Command Post by the DCM's office.

(4) Aircraft preparation for the intended mission will begin immediately after termination of this meeting. (See Aircraft Generation Check List).

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b. After notification of an operational mission, all contractor sections will establish manning on a 24 hour basis.

c. 24 hours prior to takeoff time, the Command Post will receive general information necessary for equipment requirements.

(1) The package equipment supervisor will receive required programming information at H-12:30. This information will originate from the Flight Planning Section who will deliver it to the package supervisor.

(2) The INS equipment supervisor will receive the required programming information at H-14:30. This information will originate from the Flight Planning Section who will deliver it to the INS supervisor.

(3) The EWS supervisor will receive required information from the Flight Planning Section at H-21:30.

4. EMERGENCY RECOVERY:

a. In the event that a mission aircraft should make an unscheduled landing at any base [] an emergency recovery and launch operation will begin immediately by the DTFC. A mobile recovery and launch kit along with preselected personnel will be ready to proceed to the emergency base to assess the problem and recover the aircraft. If the mission aircraft has penetrated denied territory:

25X1

(1) Headquarters will arrange for two (2) C-130 or equivalent aircraft to transport the recovery kit and personnel. The first aircraft will haul 24 personnel and 14,048 pounds, 1,492 cube of equipment. The second aircraft (or turnaround of first aircraft), will carry 6 personnel and 19,570 pounds, 1,408 cube of equipment. If an engine change is necessary, a third C-130 type load consisting of 1 person and 22,585 pounds, 2,355 cube of equipment will be required. The first C-130 should be ready to leave [] AB immediately after notification of an emergency landing.

25X1

(2) The recovery task force will prepare the mission aircraft for a low-slow flight back to [] AB.

25X1

(a) Package and material will be removed immediately for delivery to [] AB, or as directed.

25X1

(b) SCDM tape and SIP tape will be removed and returned to [] AB.

25X1

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AIRCRAFT GENERATION CHECK LIST

1. H-24:00 to H-22:30:
 - a. Scheduling meeting to select aircraft and program package equipment.
 - b. Secure expendable supplies at south hangar complex (Oxygen, nitrogen, hydraulics, oil, engine oil, grease and drag chute).
 - c. Secure POL trucks and call Security.
 - d. Notify Security regarding mission aircraft and parking locations.
 - e. Request C-130 support from Headquarters.
2. H-22:30: Start aircraft preflight #1 and #2 aircraft (including oxygen, nitrogen, hydraulics, oil, TEB and drag chute).
3. H-22:00 to H-20:00: Submit hangar access roster to Security.
- 25X1A 4. H-21:00: A-12 status report and support aircraft status report
5. H-20:00 to H-16:00: Select and manifest personnel for emergency recovery.
6. H-18:00: Personal equipment pickup LO and LN.
7. H-16:00 to H-12:00: Load Priority I recovery equipment on C-130.
8. H-16:30 to H-15:00: Move aircraft out and TEB #1 and #2.
9. H-15:00 to H-14:00: Place clamshell in position.
10. H-14:00 to H-10:30: Aircraft #1 and #2 package loading.
11. H-12:30: Package data available from Flight Planning Section.
12. H-12:00 to H-11:00: SIP installation and checkout.
13. H-13:00:
 - a. Weather briefing for package personnel.

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b. INS data available from Flight Planning Section.

14. H-11:00 to H-7:00: Package data coded, programmed and loaded in Aircraft #1 and #2.
15. H-11:00 to H-6:00: INS data preparation for loading.
16. H-7:00 to H-5:00: Aircraft #1 and #2 fuel serviced.
17. H-4:00 to H-3:30: Personal equipment loaded in Acft #1 & #2.
18. H-3:30 to H-3:00: Security sterilize cockpit.
19. H-3:20 to H-3:00: Aircraft status prebriefing.
20. H-3:00: Start INS warmup on aircraft #1 and #2.
21. H-1:30 to H-1:00: Viewfinder with film loaded Acft #1 & #2.
22. H-1:30: INS flight data tape loading, aircraft #1 and #2.
23. H-1:00 to H-:45: Nitrogen top-off.
24. H-:50 to H-:25: Crew loading and preflight.
25. H-:25 to H-:15: Engine start and power switch over.
26. H-:15 to H hour: Taxi and takeoff.
27. Takeoff +:30: Secure spare aircraft.
28. Takeoff +:30 to Takeoff _2:00: Package, INS unload of spare aircraft.
29. Takeoff :1:00: Load P.E. recovery gear in C-130.
30. Takeoff :2:15: Spare aircraft declassified.
31. Landing to L+:30: Land and cool aircraft.
32. L+:45: Aircraft Maintenance debriefing.
33. L+:30 to L+1:15: Secure mission aircraft in hangar and service engine oil system.
34. L+1:15 to L+2:00: Place clamshell in position.

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35. L+2:00 to L+3:15: Package unload from mission aircraft and preparation of "TAKE" for transport.
36. L+2:00 to L+2:30: SCDM tape removed and given to SIP.
37. L+4:00: "TAKE" to Security.
38. L+2:30 to L+3:00: Viewfinder and projector maps removed.
39. L+4:00: SIP data tape to Operations.
40. L+4:15: Mission aircraft declassified.

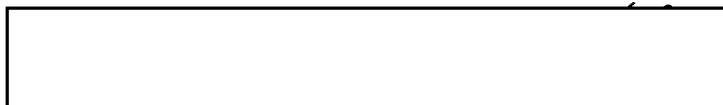
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handling instructions and will be able to give immediate assistance to the pilot after landing. The crew will also be able to give limited towing direction for the movement of the mission aircraft.

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Lt Col, USAF

Deputy Commander for Materiel

1 atch

Acft Generation Check List

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ANNEX C

SUPPORT

1. MISSION: To provide support, as required, to successfully launch and recover an A-12 operational sortie from [REDACTED] In addition, service will be rendered to the task force that will allow continuation of normal duties not directly associated with the operational sortie.

2. GENERAL SITUATION: Upon notification, the Deputy Commander for Support will attend the Commander's initial briefing obtaining any data pertinent to the Support requirements for the mission.

3. PROCEDURES: The Senior Support Officer will be responsible for the following actions immediately following the Commander's initial briefing.

a. The administrative office will be manned on a 24 hour basis, if required, in support of any operational sortie. Coordination will be effected with appropriate agencies over preparation of travel documentation for all personnel involved in a possible recovery of an A-12 away from [REDACTED] AB.

b. It will be ascertained that sufficient funds are available for all foreseeable contingencies. Travel advances will be prepared for issue to personnel involved in a possible recovery away from [REDACTED] AB.

c. FIRE DEPARTMENT: Upon notification of an operational sortie the Detachment Fire Department will coordinate with the DCO as to timing schedule of the mission. Coordination will be effected with the host base for supplemental fire protection as required.

d. COMMUNICATIONS: The Signal Center will be placed on a 24 hour work schedule upon notification of an operational sortie. The Operations Satellite Signal Center will be manned as required.

e. TRANSPORTATION: Adequate vehicular support will be made available.

[REDACTED]
Deputy Commander for Support

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ANNEX D

SECURITY

1. MISSION: To provide security measures adequate for the completion of higher headquarters directed operational missions.
2. GENERAL SITUATION: Upon notification of an impending operational sortie(s) the Security staff will provide adequate security measures necessary for the planning, launch and recovery of an A-12 sortie.
3. PROCEDURES: The following actions will be required to accomplish the mission:
 - a. Provide security measures as required in a manner which will not focus undue attention on the operation. Normal security measures will continue in effect as far as possible.
 - b. The Senior Security Officer will attend all pre-mission briefings. All participants will be rebriefed on the need-to-know principles and the necessity for holding down mission information.
 - c. Access to the Command Post and Flight Planning Section will be controlled on the basis of access lists prepared by DCO and DCM.
 - d. In coordination with Life Support Division, the Senior Security Officer will observe the storage and issue of pressure suits, parachutes, emergency kits and allied personal and support equipment (nitrogen and oxygen supplies, etc.) and observe the pre-flight hookup. He will also insure that there is no compromising material on the person of the pilot or in his equipment.
 - e. Provide a current record of mission pilot's emergency addresses as well as the names of individuals nominated by the mission pilots to accompany the official making the notification.
 - f. Upon notification of a pending operational sortie the Senior Security Officer will obtain passports, immunization records and orders of personnel designated to be a part of a recovery team in event of a forced landing at an alternate base.
 - g. The following areas will require additional security coverage: (When required)

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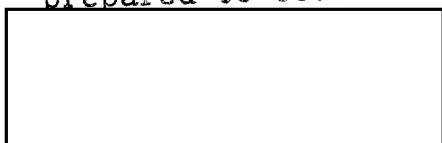
- (1) Designated hangar area.
- (2) Mission aircraft (and alternate).
- (3) POL and special equipment storage areas.
- (4) Other areas as deemed necessary to the mission.

h. Be prepared to brief all personnel on procedures to be followed in the event of a mishap.

i. Maintain a detailed log of all security activities.

j. On conclusion of the mission, provide a guard for the mission aircraft until classified material is removed and the information recorded on the INS drum has been erased and be prepared to courier mission data to Project Headquarters.

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Chief of Security

1 atch:
Security Check List

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SECURITY CHECK LIST

1. H-23:30: Attend Commander's briefing. Aircraft designated.
2. H-23:00: Hangars secured.
3. H-22:30:
 - a. POL trucks secured in POL compound.
 - b. Oxygen and nitrogen secured.
4. H-20:00:
 - a. Access lists provided by DCO and DCM.
 - b. Inspect survival kit. Primary and alternate.
5. H-19:00: Send contents list via 25X1A
6. H-16:00: Initial pilot briefing.
7. When notified: Oxygen moved to Life Support Division (Security escort).
8. H-14:30: POL trucks secured inside of compound.
9. H-3:00:
 - a. Final pilot briefing.
 - b. Helmet and commo check at aircraft (security escort).
Install seat kit and parachute, return helmet to DCOL. Senior Security Officer check cockpit and sterilize aircraft. Guard standby aircraft.
10. H-2:00: Install film strip. Guard standby aircraft.
11. When notified: Nitrogen moved to Life Support Division (security escort).

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12. Suiting of pilots. security check of suit and all contents to assure sterility.
13. H-:55:
 - a. Notify hangar guard when pilot is in van, open door for truck.
 - b. Pilot to aircraft (security escort).
14. Landing: Meet aircraft upon return.
15. L+:45: Unload system from aircraft (security guard).
16. L+:45: Senior Security Officer to attend debriefing.
17. L+2:30: Guard to pick-up "TAKE" and move to Security or aircraft.
18. When ready: Courier moves "TAKE" via designated aircraft.
25X1A
19. When Courier Departs: coordination with DCM.
20. Five (5) security guards standing by in the event of recovery operations.

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d. A pre-mission pilot history form will be maintained by the Flight Surgeon, to show sleep, diet, activities, general psychological attitude, etc.

e. Pre-breathing: Pre-breathing will be utilized to insure adequate denitrogenation for bends prevention. The amount of pre-breathing time will be determined by the Flight Surgeon based on mission duration and time available for pre-breathing. Pre-breathing time will normally be a minimum of one (1) hour.

f. Post-mission evaluation: The Flight Surgeon will conduct an examination immediately after desuited. (See atch 3).

25X1A g. Records of pre and post mission physical examination will be compiled and maintained for future analysis. Additional records will be maintained at the discretion of the Flight Surgeon.



Major, USAF
Flight Surgeon

1 atch
Check List

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ATTACH 2

TO

ANNEX E

PRE-MISSION PHYSICAL EXAMINATION

There should be no question of the basic physical and psychological status of a pilot from your personal observations. The pre-mission physical is designed primarily to detect any prodromal symptoms of acute illness and/or anxiety.

1. Name: Mission data:
Date:
2. Date: Time: H- Takeoff time:
Expected duration:
3. Recent history and family history:
4. Subjects complaints:
5. Review of systems:
6. Examination:
 - T. P. R. B/P
 - (a) HEENT
 - (b) Cardiovascular
 - (c) Respiratory
7. Laboratory work (if available)
 - (a) Hematocrit
 - (b) Urinalysis
 - (c) Other
8. Comments by Flight Surgeon on items 3 and 7.
9. Report to Commander:

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(a) Date and time: H-

(b) Pilot Status:

10. Presuiting physical check: Time H-

T P R B/P

(a) Additional comments by Flight Surgeon.

Flight Surgeon

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ATCH 3

TO

ANNEX E

POST-MISSION PHYSICAL EXAMINATION

1. Name: Mission data:
Date:
2. Date: Time: L+ Takeoff:
Landing:
Duration:
3. Weight:
4. T P R B/P
5. Cardiovascular:
6. Respiratory:
7. General (skin markings, etc.)
8. Follow-up laboratory (if available).
 - (a) Hematocrit
 - (b) Urinalysis
 - (c) Other
9. Psychological evaluation.
10. Duration in suit:
Duration of flight:
Life support problems:
11. Summary and flight surgeon's comments:

Flight Surgeon

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